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3. The smaller vessels were all approximately 90 meters long with a slightly raked bow about three meters above the water line and with a transom stern about a meter and a half above the water line. Each had one funnel with a smoke baffle immediately abaft the bridge, which was three meters high, and two masts, one between the bridge and the funnel, and the other abaft the deckhouse and much lower than the first. The hulls were painted gray. Each was armed with a twin-mount forward with complete shielding, two completely shielded twin-mounts aft, and two sets of twin-mounted machine guns installed aft, one port and one starboard. Only one radar antenna of unknown type was observed. Two tubes, not over one meter long and placed one above the other, were noted outboard on the port and starboard sides of the stern. During their maneuvers, all the units mentioned above, two large vessels and six light ships, never used visual signals; they presumably gave their orders by radio telephone. As a matter of fact, all changes in course and changes in speed were executed simultaneously with such precision that only rapid communications and constant training made them possible. All of the ships were smart looking, at least on the outside.
4. The water area between points A and B of attachment No. 1 was continuously flown over by four three-engine aircraft, and by MIG-15 jets. The jet aircraft flew in single file, made a right turn and a tight dive, quickly gaining altitude again.

5. [redacted] two light naval units. (See sketch No. 4.) They were each 80 meters long, with a raked bow about two meters above water line, and a cruiser stern about a meter and a half above water line, one round funnel immediately abaft the bridge, and one mast about three meters high between the bridge and the funnel. The hulls were painted dark gray. They were armed with one heavy machine gun at the extreme bow, one twin-mount forward, perhaps partially shielded, one twin-mount between the main deckhouse and the after deckhouse, also perhaps partially shielded, two sets of triple-mounted machine guns aft, one on the port side and one on the starboard side; and machine guns aft, one row of six on the starboard and another row on the port side. The only mast carried a radar antenna of unknown type.

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[redacted] A tug with a steel hull painted gray, a single funnel, and power estimated at 1,500 hp, was off point F in attachment No. 1. It was towing a destroyer from sea toward the Kronshtadt Naval base.

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6. Three submarines of medium range were abreast of point G in attachment No. 1. They had very high, raked, flared bows; a rather high and oval conning tower; and one gun forward of the conning tower and one aft. These units had a speed of eight knots and were underway on a westerly heading.

7. [redacted] various units of undetermined type were noted in the H area, immediately south of Koivuskari (Bjorko) Island; according to the Notices to Mariners (Nemedri), this area is dangerous to shipping because it is mined.

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8. A plan of Kronshtadt naval base is shown in attachment No. 2.

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1. Wooded and hilly area.
2. Old structure, apparently a barrack.
3. Net boom supported by floats and heading up at the three buoys (3/a).

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4. Stone construction mole.
5. Stone mole, with much larger stones than the one in No. 4.
6. Stone construction mole.
7. Various structures.
8. Outer breakwater, made of masonry, with a length of 700 meters and a height of 2.5 meters.
- 8/a. Possible signal station.
9. Harbor entrance, 30 meters wide, partially obstructed by a hull (10).
10. Steel hull, possibly salvaged.
11. Outer breakwater, of masonry construction with a length of 300 meters and a height of three meters.
12. Outer breakwater, of masonry construction with a length of 100 meters and a height of three meters.
13. Possible harbor entrance, having width of 15 meters.
14. Reef.

The following units were noted inside the harbor;

15. Three or four tugs.
  16. Steel floating dry dock.
  17. Crane.
  18. Five coastal destroyers.
  19. Undetermined number of motor patrol boats and MTB's.
  20. Three or four light units of undetermined type; a few yard and district craft, among which were a possible excavating dredge and one or two floating cranes.
  21. Two or three local steamers.
9. A plan of the port of Leningrad is shown in attachment No. 3; the following is the legend to this plan:

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2. Entrance to mercantile harbor.
3. Outer breakwaters, apparently constructed on shoals.
4. Quayed shore.

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6. Railroad track.

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8. Quayd bank, about one kilometer long and 20 meters wide (see detail in attachment No. 4).
9. Railroad tracks.
10. Low masonry structure housing the port loading offices (not shown on attachment).
11. Low masonry structure, one-story, which serves as a mess hall for the loading workers.
12. Various structures of unknown use.
13. Mole under construction; the sea end appears to be quayed, but the shore end has a natural bank and is unpaved.
14. Logs to be loaded.
15. Wooden booth with a telephone.
16. Two motor patrol boats armed with machine guns.
17. Guard post, manned by a sailor.
18. Secondary highway with fair pavement, about six meters wide.
19. Highway parallel to shore, which is not quayed and not passable to motor vehicles.
20. Country house, surrounded by a garden and used as a detached office of the Inflat.
21. Multi-story structure of masonry construction, used as a warehouse.
22. Wall enclosing the shipyard.
23. Area under construction.
24. Highway of rolled earth, about four meters wide (not shown).
25. Shipyard area.
26. Two cranes.
27. Aircraft carrier under construction.
28. Large three-story masonry warehouse.
29. Four-story refrigerated warehouse.
30. A structure attached to (29) and used as a warehouse.
31. Check point at the end of the industrial and port area. This is guarded by two or three soldiers who check passes and identification papers.
32. Cluster of warehouses.
33. Three cranes.
34. Soviet motor liner.

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35. Neva River.
  36. Masonry bridge, about six meters wide.
  37. Various structures in town.
  38. Possible airfield.
  39. Naval headquarters in a large multi-story structure of monumental architecture.
10. Details of the quay, point (8) of attachment No. 2, are shown in attachment No. 4. The legend follows:

25X1

8. Lumber quay: Average height about 2.5 meters.
  9. Two railroad tracks.
  - 9/a. Tracks for the gantry cranes (9/b).
  - 9/b. Gantry cranes running on rails -- they support an overhead car which lowers steel cables with hooks to raise the logs from the sea.
  10. Port office.
  11. Workers mess.
  12. Various structures.
  13. Mole, under construction.
  14. Logs.
  15. Telephone booth.
  16. Two motor patrol boats.
11. Merchant traffic was mostly represented by lumber exports, i.e., logs or planks. The port of Leningrad is also an important stop for the scheduled maritime lines connecting nearby countries. [redacted] following ships at the lumber quay (8): Two [redacted] ships, one three-masted Soviet-flag motorship, one [redacted] motorship of 300 tons, one Soviet-flag ship, and one self-propelled floating crane with a lifting power of ten tons.

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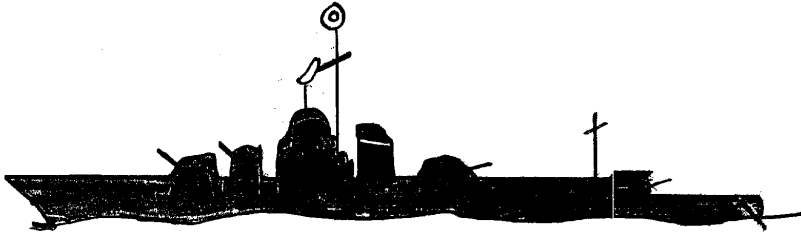
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Sketch No. 1:

Silhouette of a large naval vessel in the Gulf of Finland



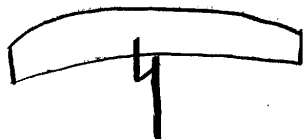
Sketch No. 2:

Radar antenna atop the foremast of vessel shown in sketch No. 1



Sketch No. 3:

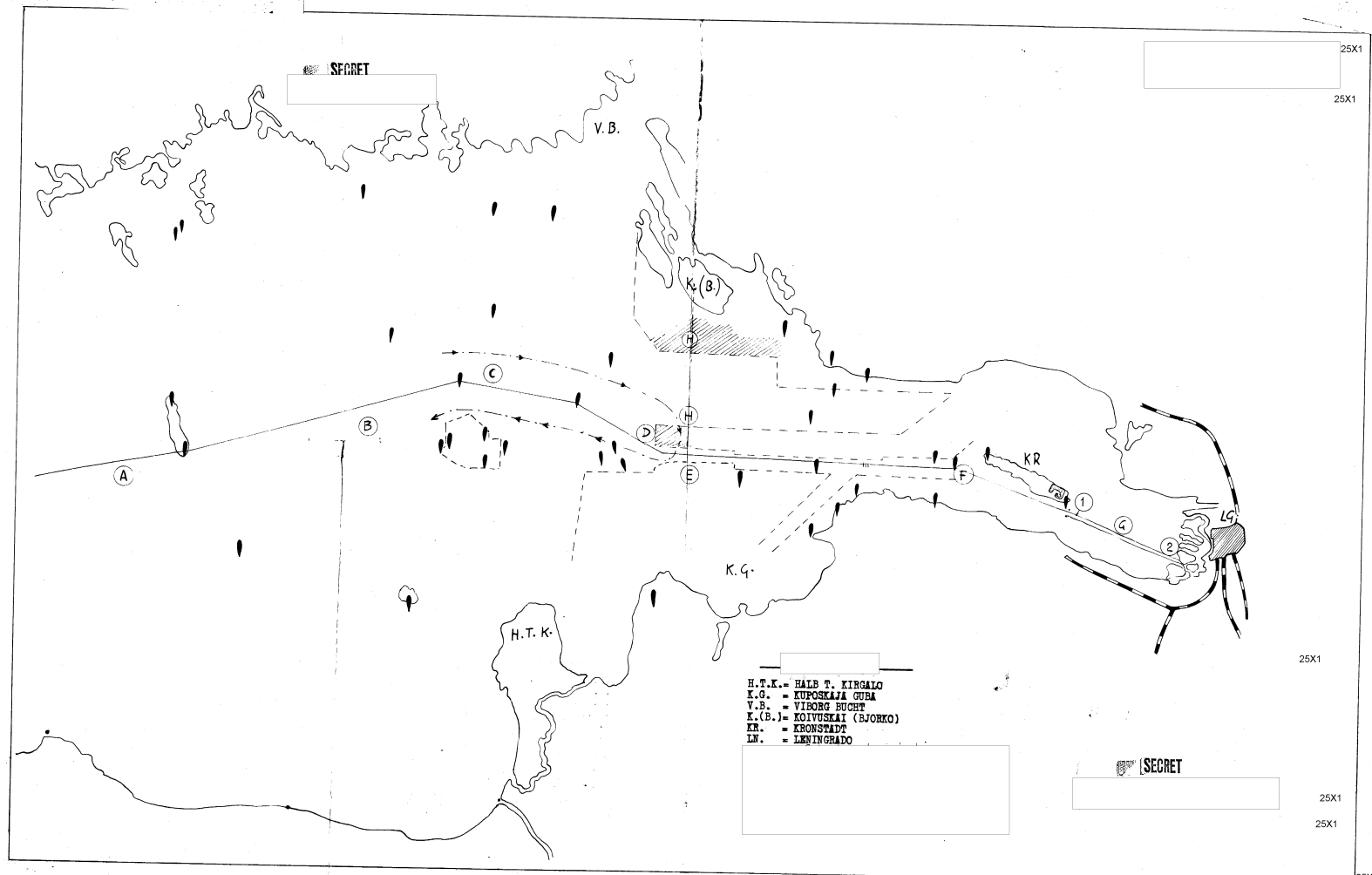
Radar antenna atop the bridge of vessel shown in sketch No. 1



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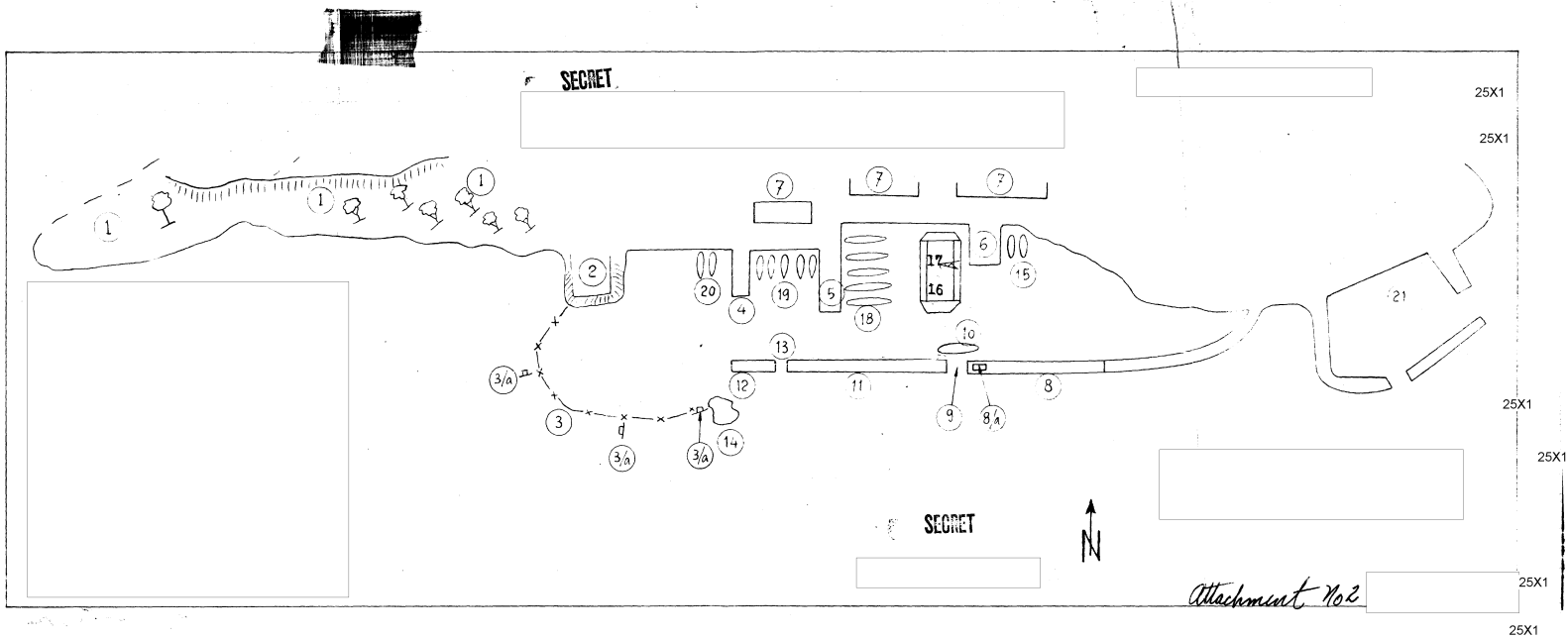
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H.T.K. = HALB T. KINGALO  
K.G. = KUPOSKAJA GUBA  
V.B. = VIBORG BUCHT  
K.(B.) = KOIVUSKAI (BJORKO)  
KR. = KRONSTADT  
LN. = LENINGRADO

SECRET





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